

FACT SHEET

VERONA ROAD/WEST BELTLINE SOLUTIONS FOR TOMORROW

PROJECT NAME: *Verona Road/West Beltline Environmental Impact Study (EIS)*

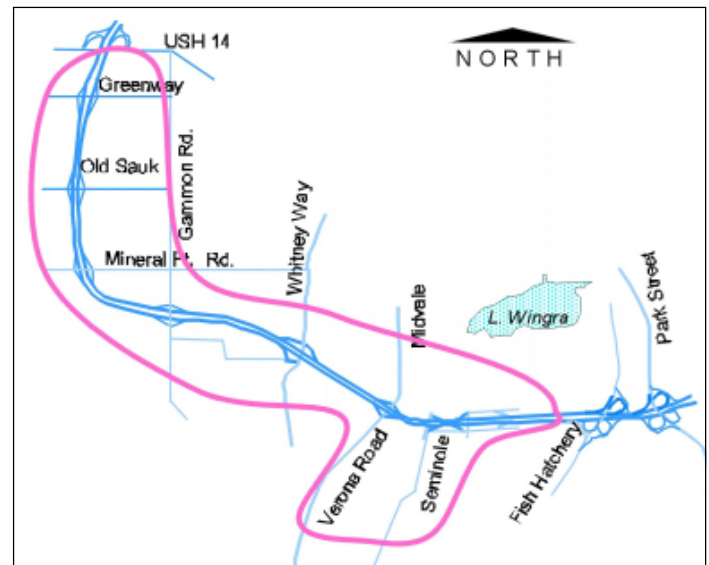
PROJECT GOAL: Identify needs, investigate long-term solutions, and analyze impacts of solutions.

TIME FRAME FOR ROADWAY IMPROVEMENTS: 2009 or later

Key Characteristics of this Project

- Conditions when driving on and crossing the Beltline and South Verona Road are bad for motorists, pedestrians, and bicyclists and getting worse.
- Beltline and South Verona Road capacity is exceeded during rush hours.
- Motor vehicle traffic on the Beltline has increased from 27,000 vehicles per day in 1967 to 120,000 vehicles per day in 2000.
- Traffic on the Beltline is expected to increase to 136,000 vehicles per day by 2020.
- Study committees have developed two improvement concepts for the SVR corridor and the interchange: The Urban Roadway Concept and the Freeway Concept.
- Public involvement meetings being held to present information and gather feedback.

STUDY AREA:

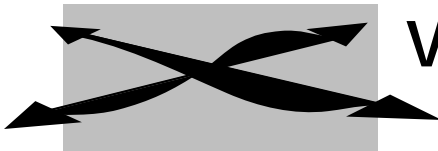


Urban Roadway Concepts: (SEE MAP ON BACK)

- Considered the “low-build” option.
- Beltline/South Verona Road interchange upgraded to a “single-point” interchange.
- Verona Road expanded to 3 lanes from Beltline to County PD.
- Traffic signals remain at intersections.
- More turning lanes added at intersections.
- Handles 8 to 15 percent more traffic than the current interchange/roadway.
- Much traffic will continue to “divert” from Verona Road, taking other routes, such as neighborhood streets, to avoid congestion on Verona Road.
- Vehicle delays at each intersection will range from 25 to 60 seconds.
- Travel time from Seminole to County PD in the year 2020: About 7 minutes during evening rush hour.
- Impacts and costs (estimate):
 - Right-of-way: ~7.5 acres
 - Business relocations: ~5
 - Household relocations: 20–25
 - Cost: \$60–65 million

Freeway Concepts: (SEE MAP ON BACK)

- Free-flow ramps added to existing interchange to serve westbound to southbound movement.
- Creates a depressed “channel” in the median of Verona Road for the high-speed, regional freeway (US 151).
- Beltline/South Verona Road interchange remains, but carries much less traffic, since US 151 traffic no longer uses it.
- Seminole Hwy no longer connects *with* Beltline, but still crosses *over* it.
- Raymond Road is extended to connect to Allied Drive, providing another entrance to the neighborhoods east of Verona Road.
- Handles 140 percent more traffic than current volumes.
- Traffic volumes on neighborhood routes will decrease, as drivers use Verona Road instead of “diverting” to neighborhood streets.
- Travel time from Seminole Hwy to County PD (on the depressed, free-flow route) in the year 2020: About 2 minutes during evening rush hour.
- Impacts and costs (estimate):
 - Right of-way: ~22 acres
 - Business relocations: ~32
 - Household relocations: 95–105
 - Cost: \$140–145 million

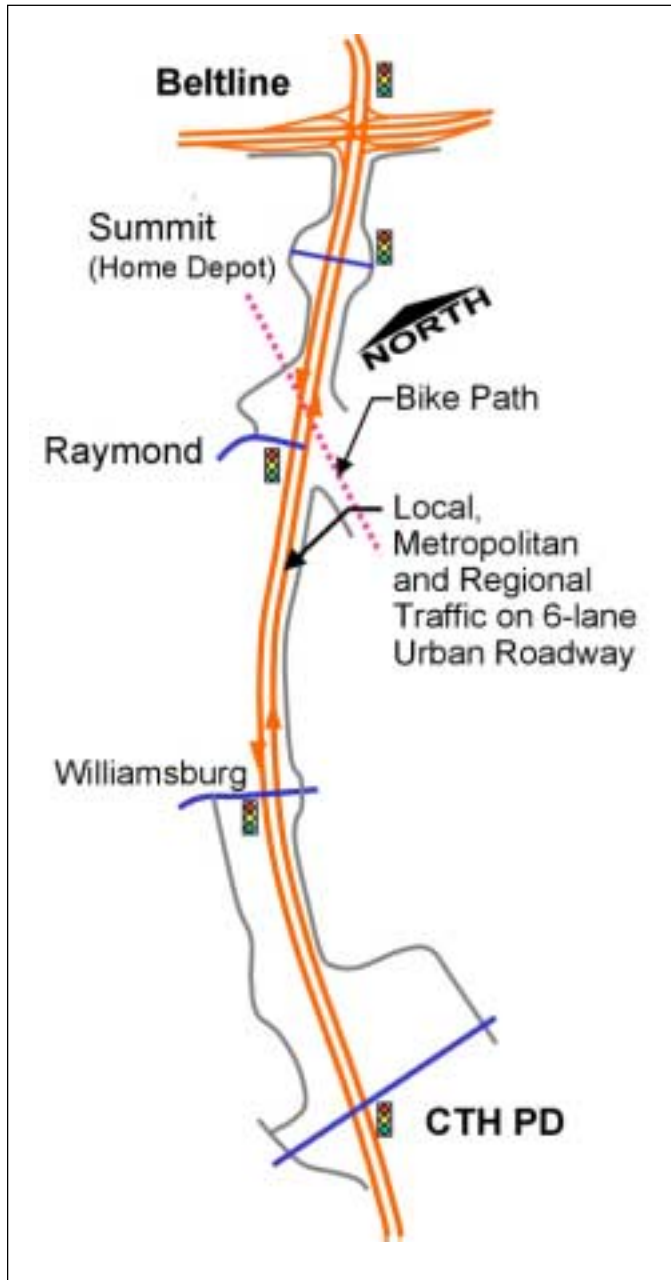


VERONA ROAD/WEST BELTLINE

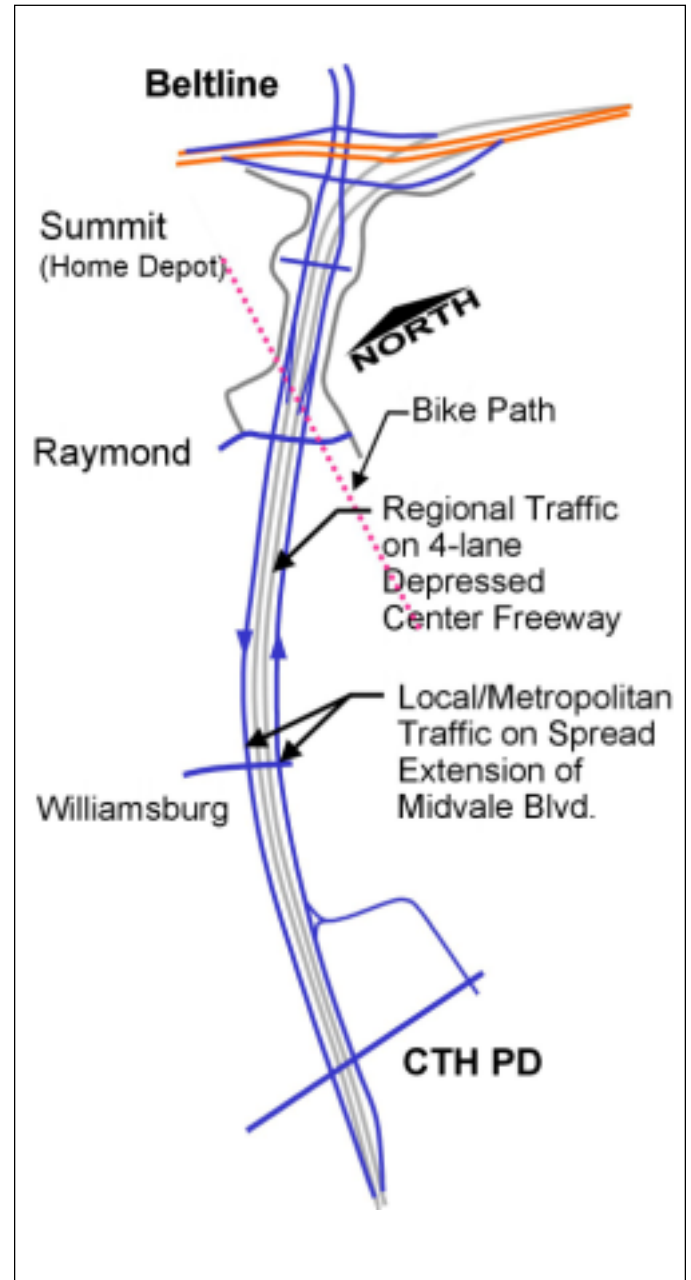
SOLUTIONS FOR TOMORROW

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Urban Roadway Concepts:



Freeway Concepts:



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